

Chapter 7

Fueling the Force

| CONTENTS | PAGE |
|---------------------------------|------|
| FUELING ORGANIZATION | 7-1 |
| FUEL FORECASTING | 7-1 |
| BULK GROUND FUEL SUPPORT | 7-4 |
| AVIATION FUEL SUPPORT | 7-4 |
| PACKAGED PRODUCTS SUPPORT | 7-4 |

FUELING ORGANIZATION

Class III supplies are placed in two general categories. The first is bulk fuels – motor gasoline, diesel fuel, and aviation turbine fuel. These fuels are handled by the theater petroleum distribution system. The second is packaged products—greases, oils, and lubricants. These products are handled through the same supply channels as Class II and IV items.

The organization shown in Figure 7-1 depicts those branches and sections in the DISCOM that deal specifically with the flow of Class III. The Class III and water supply branch of the DMMC controls and manages the supply of bulk fuels to division elements. It determines fuel requirements and recommends priorities, allocations, and other controls for bulk fuels. The Class II-IV supply branch of the DMMC performs automated stock control for Class III (packaged) items stocked and supplied by the operating units of the DISCOM. Additional information for both of these sections is in Chapter 3.

The S&S company of the MSB has two platoons that deal with the receipt, storage, and issue of Class III products. The receipt, storage, and issue section of the supply platoon deals with Class III (packaged) products. This section prepares packaged Class III supplies for delivery to the FSB supply companies when directed by the DMMC. It also issues packaged Class III items to division rear units. Packaged Class III

supplies are requested, received, and distributed like Class II and IV items. The petroleum storage and distribution platoon, through its storage and issue section and distribution section, is responsible for bulk fuels. This platoon is responsible for providing bulk fuel direct support to all division units in the division rear and support to the FSBs' supply companies. The MSB receives fuel allocation guidance from the DMMC. See FM 63-21 for additional information on the MSB S&S company.

The supply platoon of the FSB supply company also has two sections that deal with petroleum products. The supply section deals with packaged Class III products. As previously mentioned, Class III (packaged) products are requested and distributed like Class II and IV items. The petroleum section deals with bulk fuel. It submits daily status on quantities received, issued, and on hand to the DMMC. It receives bulk fuel directly from corps and from the MSB. Deliveries are coordinated with the supply company commander through the FSB support operations officer. This section also operates a mobile filling station to provide retail service along the MSR in the BSA. FM 63-20 contains additional information on the FSB and the role the supply company has in the distribution of Class III in the forward areas.

FUEL FORECASTING

The supply of bulk fuel into the division area is based on a forecasted requirement generated by consumers. The division G4 establishes the frequency of forecasts. The G4 directs when forecasts must be submitted and the period that they are to cover.

The maneuver brigade S4, in coordination with the FSB support operations section, is responsible for totaling

forecasts from customers in the brigade area. The brigade then forwards these forecasts to the DMMC. All forecasts are sent to the brigade S4. This includes those forecasts from combat support and CSS units operating in the brigade area. Thus, the S4 forecasts show the needs of all units operating in the brigade area. The brigade S4 provides the FSB with a copy of his

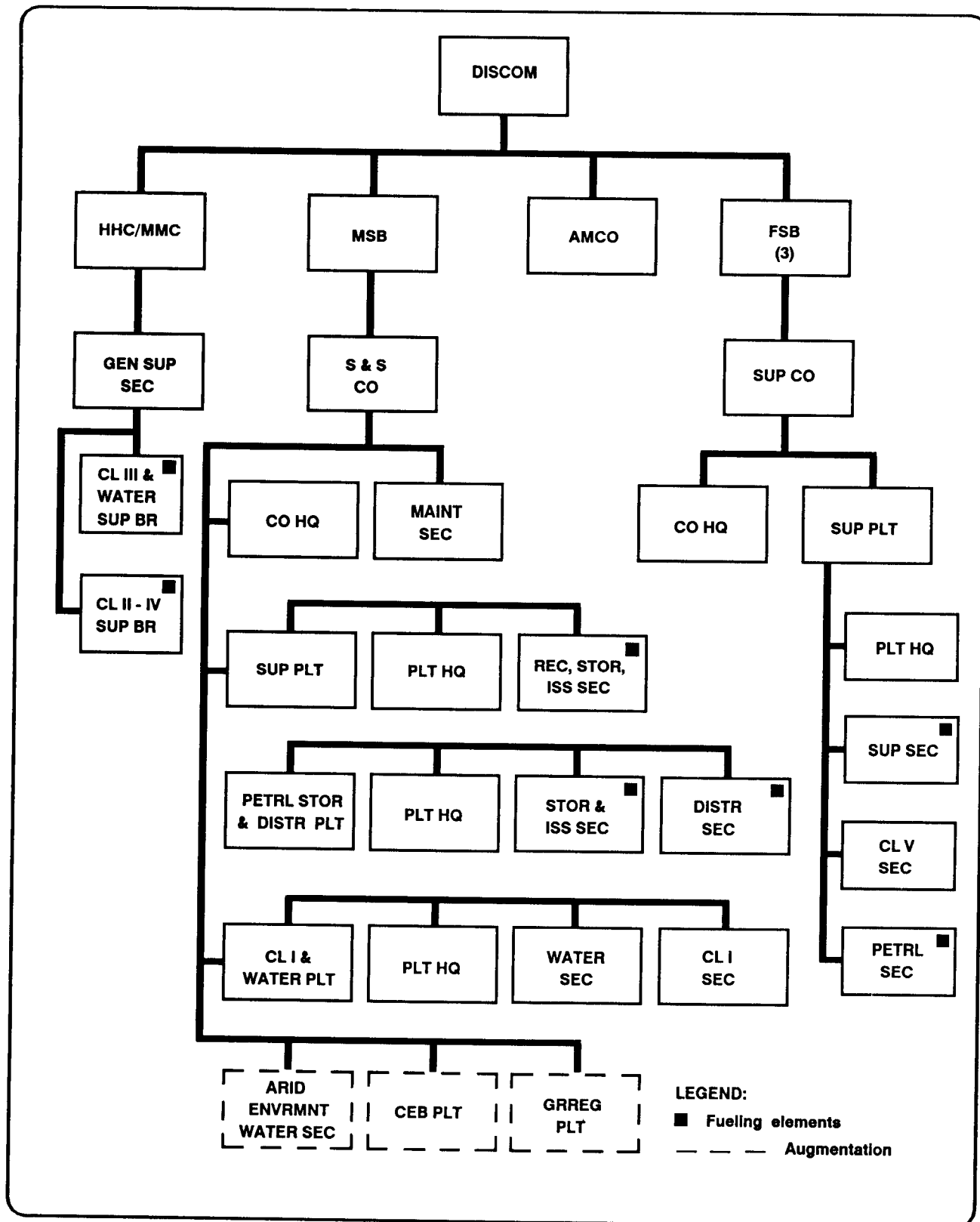


Figure 7-1. DISCOM fueling organization.

forecast. The S4 also provides his forecast to the division G4 who acts on it if fuel allocations are in effect.

Units operating in the division rear report their requirements through their S4 channels to the MSB. The exception to this procedure is the AB which submits requirements directly to the DMMC. Units also provide a copy to the division G4 for his use if allocations are in effect. Based on the forecasts received from the S4s of customer units, the MSB transmits the consolidated

forecast to the DMMC. The DMMC passes the consolidated division requirement to the COSCOM MMC.

Fuel may have to be allocated to meet tactical requirements. The G4 recommends allocation of fuel based on input from the G3. When the Class III officer at the DMMC gets instructions on the allocation he passes the allocation instructions to the MSB and the FSBs. Issues are made according to these allocations. Figure 7-2 shows the request and delivery flows of Class III bulk supplies.

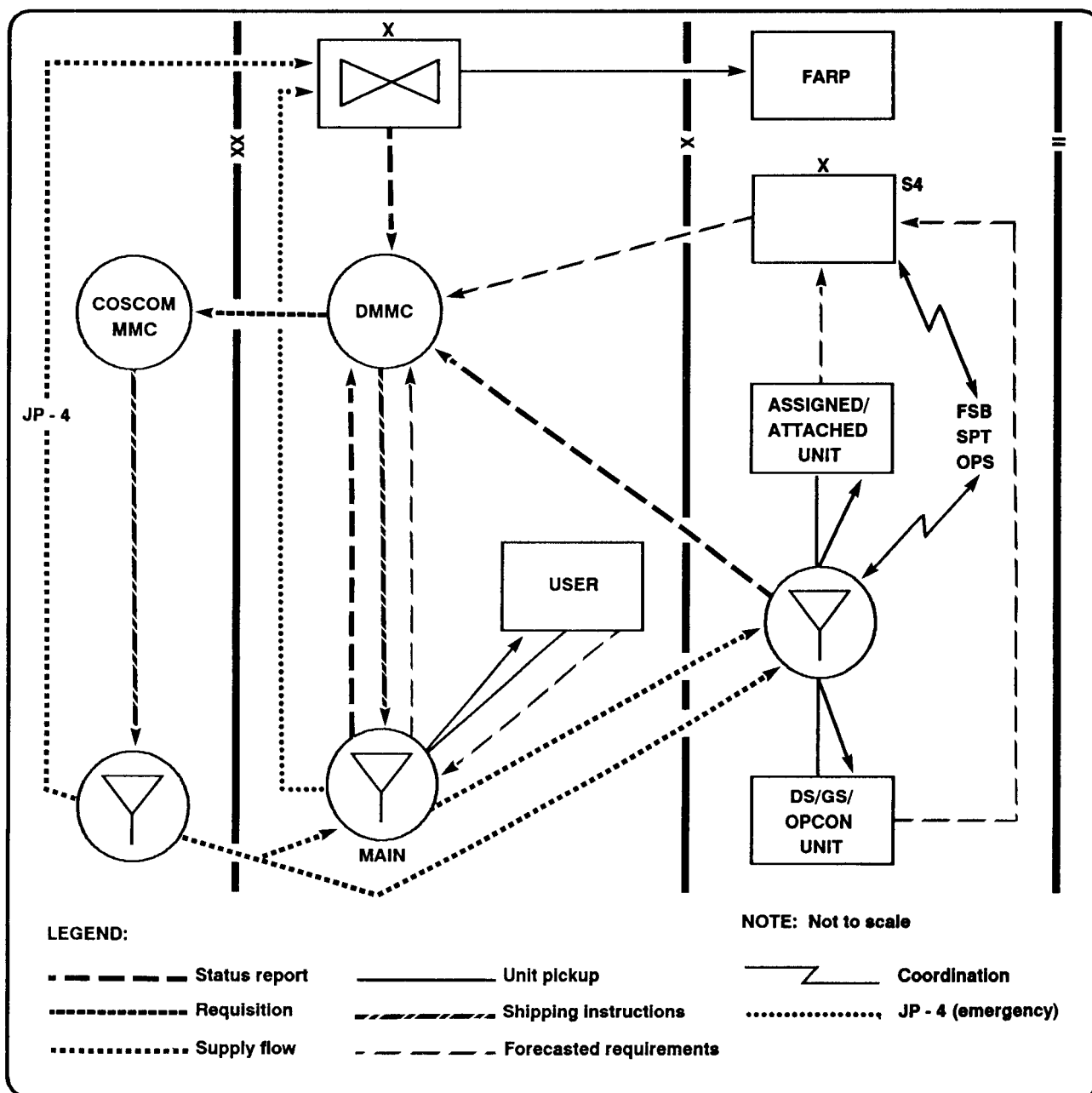


Figure 7-2. Bulk fuel supply.

BULK GROUND FUEL SUPPORT

The DISCOM receives bulk petroleum products by a ground line of communications, by air delivery, or by a combination of the two. Usually, the supporting COSCOM delivers by tank trucks and/or by rail tank cars.

The COSCOM resupplies the division with bulk fuel daily. It uses tank trucks (or railcars, pipelines, and hoses, if available) for this resupply. Whenever possible, the COSCOM delivers bulk fuel as far forward as a forward Class III distribution point in the BSA. Bulk fuel is also delivered to the main distribution point in the DSA. Bulk fuel delivered to the MSB is discharged into collapsible storage tanks or transferred to MSB 5,000-gallon tankers. In some instances this fuel may be diverted to a forward Class III supply point. The MSB 5,000-gallon tankers also deliver fuel to the FSB Class III supply points. The MSB supports division rear units primarily by supply point distribution. Tactical units pick up fuel in a BSA with organic refueling vehicles and deliver it directly to the combat vehicles.

The MSB and FSBs also operate mobile filling stations to provide retail service along the MSR in the DSA and BSAs. Fuel is dispensed to vehicles traveling on the MSR. Ground fuels (MOGAS and diesel) are provided to the AB by the MSB, primarily by supply point distribution. The FSB may supply ground fuels to aviation units operating forward, such as the cavalry squadron and attack helicopter units. Units in or deploying to areas where JP-5 or JP-8 are used as the single fuel on the battlefield can use either by simply loading it on top of the fuel currently being used. No special changeover procedure is required.

To meet armored or mechanized division requirements in emergency situations, bulk fuel may be delivered by air to the DSA. This is done by USAF aircraft employing aerial bulk fuel delivery systems. It is also done by US Army cargo helicopters carrying 500-gallon collapsible tanks, or by a combination of both.

AVIATION FUEL SUPPORT

The division aviation brigade is normally resupplied with aviation turbine fuel direct from corps. Bulk JP-4 delivered by corps is transferred to petroleum vehicles organic to aviation brigade units at predetermined locations. Aviation brigade units establish and operate FARPs and handle all aircraft refueling with organic assets.

The MSB also maintains a limited reserve stockage of aviation fuel. This fuel is distributed to the aviation

brigade as required. The aviation brigade S4 coordinates with the DISCOM support operations branch for this reserve fuel. This is done when forward area units need aviation fuel support. An example would be the resupply of a FARP from a BSA. In this situation, the brigade S4 coordinates with the DISCOM to have the MSB reserve moved to the BSA. Where JP-5 or JP-8 is available, the MSB does not dedicate assets to providing a reserve for the AB.

PACKAGED PRODUCTS SUPPORT

Class III (packaged) is provided to users in the maneuver brigade areas by the supply companies of the FSBs. The MSB S&S company provides the same support to the users in the division rear. The division does not ordinarily carry reserves of Class III (packaged) stocks. The ASL contains a small reserve through the application of safety levels.

Units in the brigade area submit their requests for Class III (packaged) items to the Class III point in the BSA operated by the supply company of the FSB. If the forward distribution point has stock on hand, it issues to the customer and notifies the DMMC of the issue. If supplies are not on hand at the forward distribution point, the FSB sends the request to the DMMC. If stock

is on hand in the main distribution point, the DMMC directs that the item be sent to the forward distribution point for issue to the customer. If the DMMC does not find the supplies in the division, a request is submitted to the next higher supply source. For units in the division rear, similar procedures are used and support is provided by the MSB. Figure 5-4 shows the request and delivery procedures for Class III (packaged) items.

The corps supply company (GS) issues Class III (packaged) supplies. Corps transportation delivers these supplies to the main distribution point in the DSA. The MSB processes all Class III (packaged) stocks for the forward areas. Once processed, these stocks are delivered to the FSBs for issue to the requesting units.